



# New \$20 Vehicle License Fee

## Community Engagement Session #1



**City of Seattle**

**Community Engagement Session #1**  
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**2/23/2021 Department of Transportation**

# Meeting Overview

- Welcome
- Meeting objectives and why we're here
- New \$20 Vehicle Licensing Fee overview
- Budget background
- Spending plan development process
- Next steps



# Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence



# Meeting Objectives

- Provide an overview of the new \$20 Vehicle Licensing Fee (VLF)
- Explain why a spending plan is needed and how it fits with Seattle's transportation funding needs
- Discuss your priorities as we develop the \$20 VLF spending plan

**Your time and engagement helps us develop a long-term spending plan that aligns with budget realities, asset needs, and Seattle's priorities.**



**We hope  
you come  
away from  
this  
process:**

- **Knowing** more about transportation funding needs and how to consider them in the \$20 VLF spending plan framework.
- **Feeling** like the values you represent are heard and will be factored into spending plan decisions.
- **Recognizing** that your input today can also guide future funding opportunities.



**We hope to  
come away  
with:**

A clearer understanding of your priorities and how we can reflect them in this \$20 VLF spending plan exercise and future funding opportunities.



# New \$20 Vehicle Licensing Fee Overview

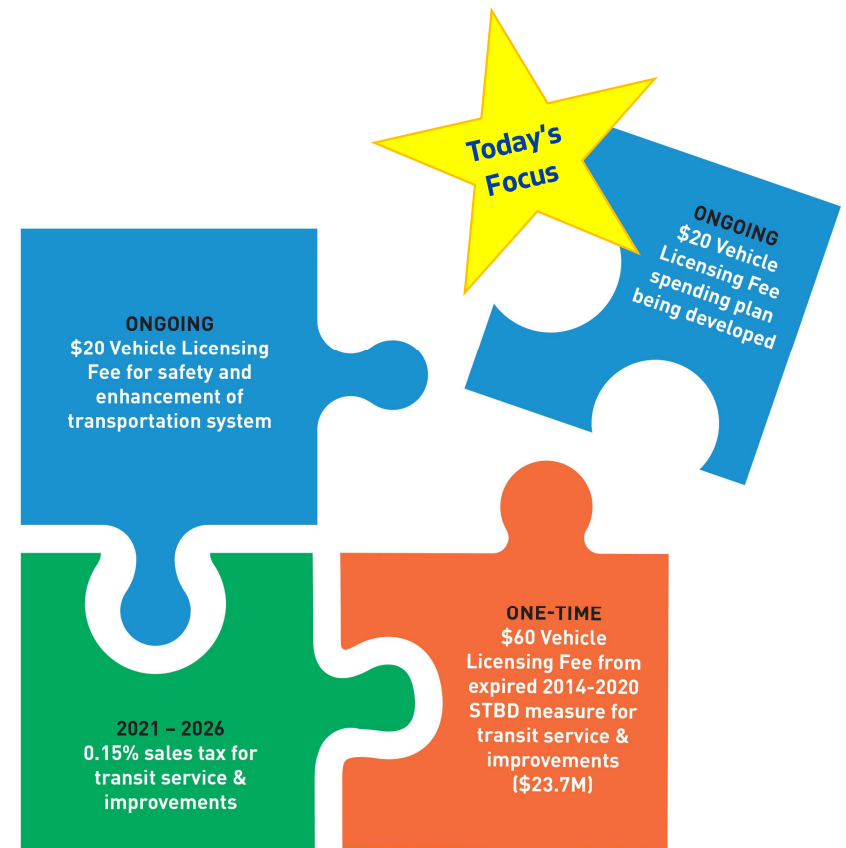


# Seattle Transportation Benefit District (STBD)

## Putting the pieces together

To help fund a broad range of transportation projects, we can use sales tax and vehicle licensing fees (VLF).

**Today, we'll start working on a spending plan for the new \$20 VLF.**



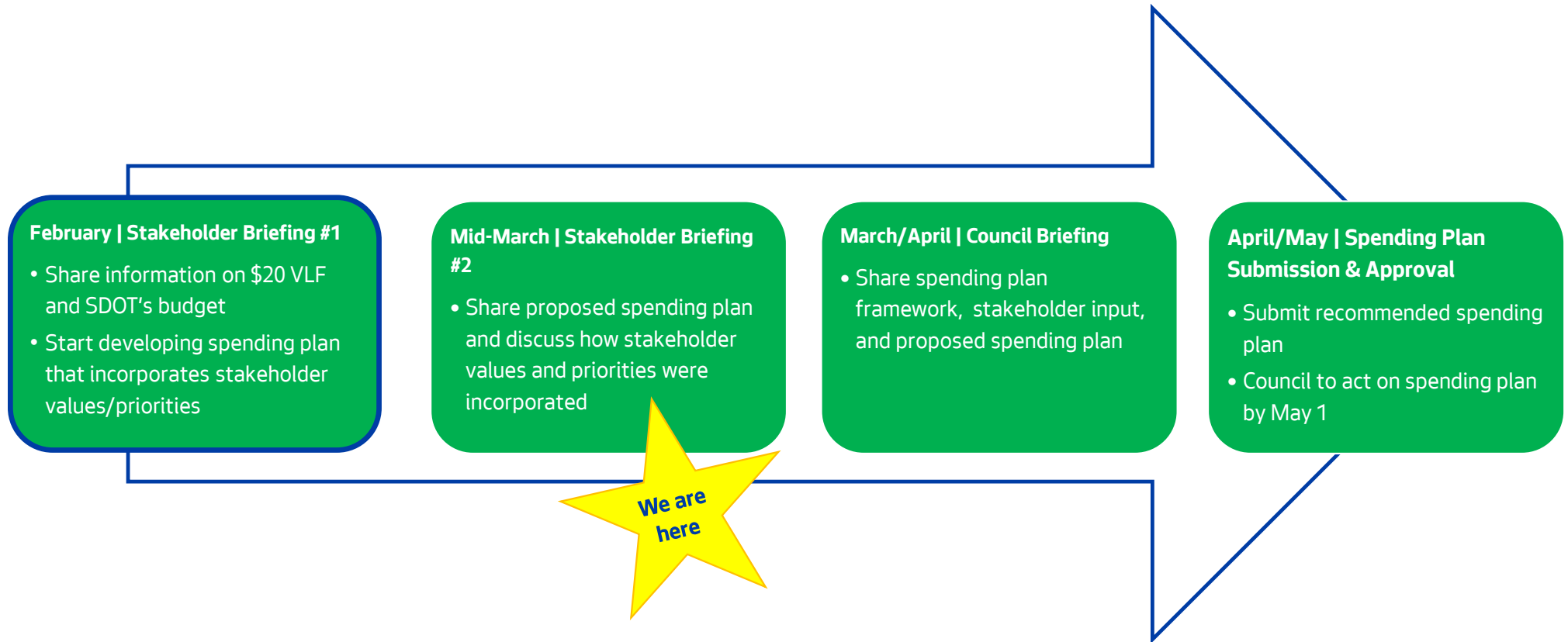
STBD as of November 2020



# Background: New \$20 Vehicle License Fee



# Process: Developing a spend plan



# Creating a successful spend plan with your involvement

Your involvement helps:

- Develop a long-term spending model for the revenue source, rather than a finite project list
- Consider numerous transportation needs
- Create a plan that can accommodate change (organized around programs, not discrete projects)



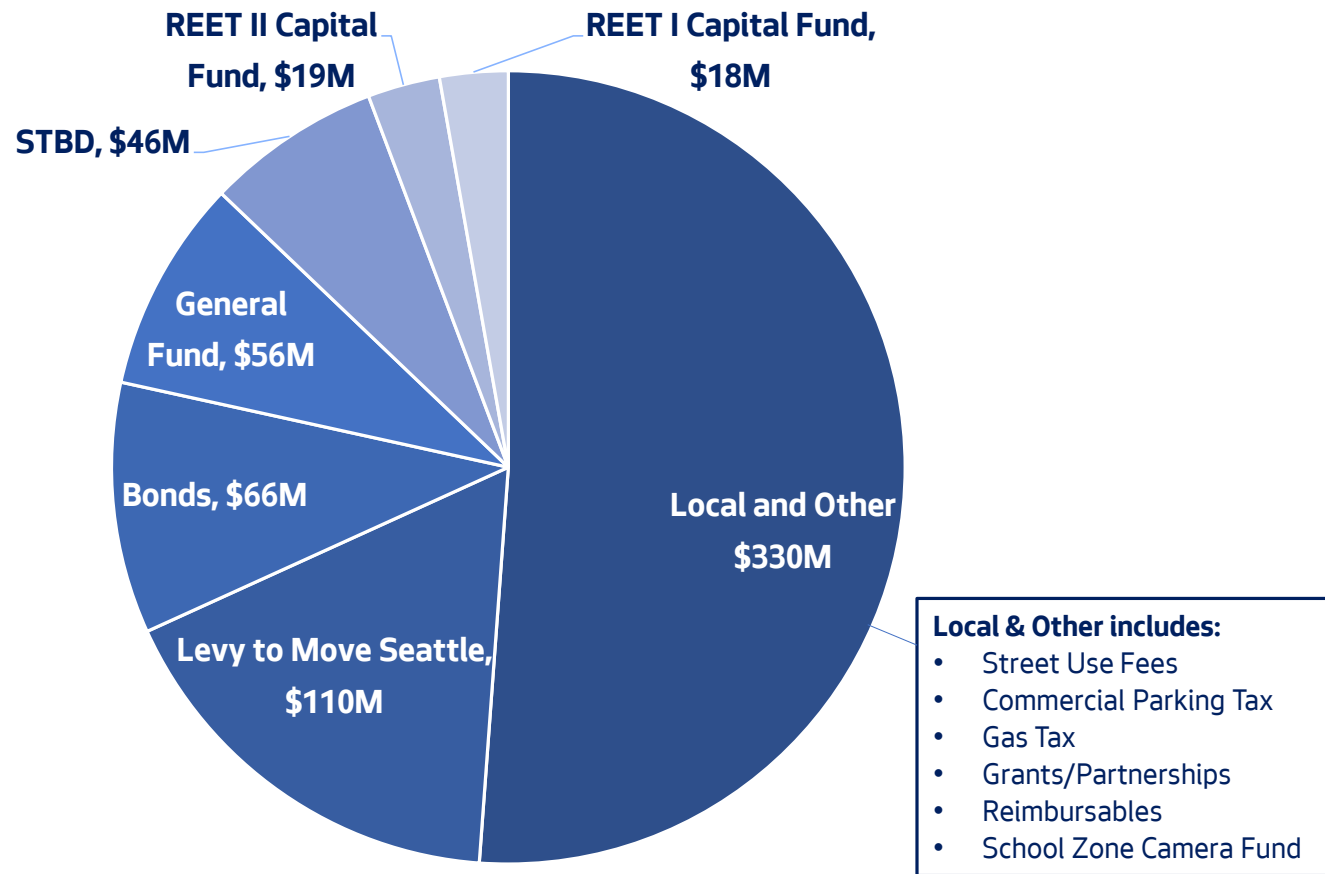
# **Budget Background**

## **Balancing transportation needs with finite resources**



# 2021 Budget by Funding Source

A complex mix of  
fund sources totaling  
\$645 million  
helps move Seattle



# How flexible are our funding sources?

Strict	Moderate	Flexible
<ul style="list-style-type: none"><li>• Levy to Move Seattle</li><li>• Grants, Loans, Partnership Funds</li><li>• STBD (one-time \$60 VLF &amp; 0.15% sales tax)</li><li>• Bonds</li><li>• Street Vacation</li><li>• Reimbursable</li><li>• Property Proceeds</li></ul>	<ul style="list-style-type: none"><li>• Street Use &amp; Occupation Fees</li><li>• Gas Tax</li><li>• STBD (<i>Existing</i> \$20 VLF)</li><li>• REET</li><li>• School Safety Traffic &amp; Pedestrian Improvement</li></ul>	<ul style="list-style-type: none"><li>• Commercial Parking Tax</li><li>• General Fund</li></ul>

**Lack of flexibility can make public asset maintenance challenging to fund.**

# Maintaining Public Assets & Mobility: it's a big job

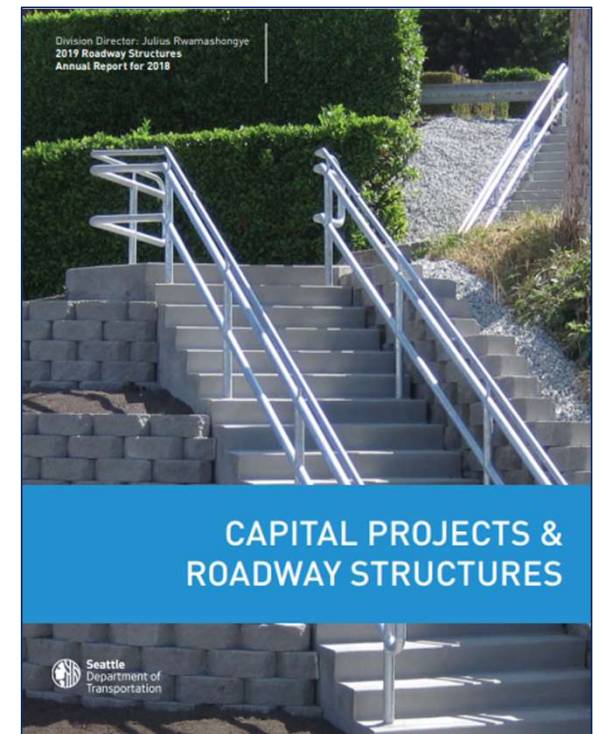
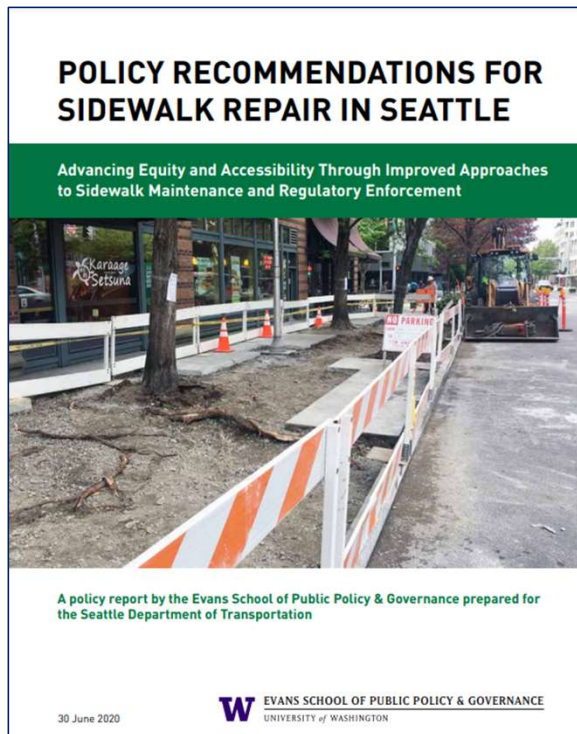
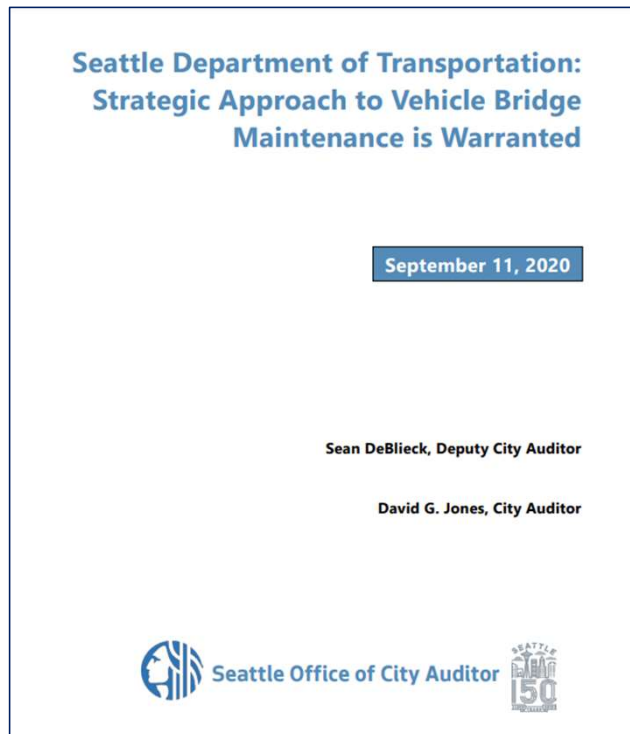
We maintain approximately:

- 3,900 lane miles of streets
- 124 bridges
- 600 retaining walls (including seawalls)
- 1,100 traffic signals
- 194,000+ signs
- 2,300 miles of sidewalk and medians
- 32,000+ curb ramps
- 38,000 SDOT planted trees
- 7 million square feet of landscaped areas



Maintaining assets keeps Seattle moving.

# Maintaining Public Assets & Mobility: there's a lot of need





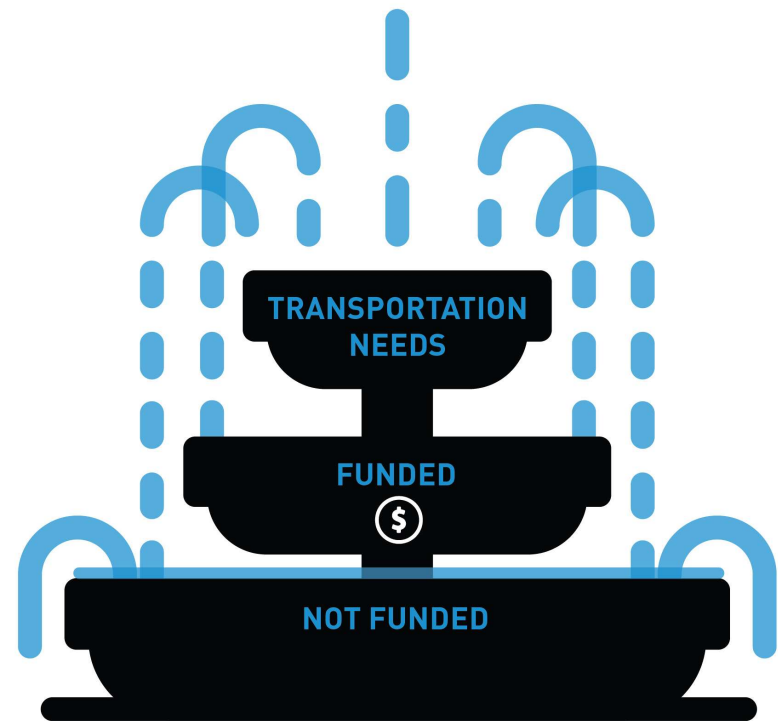
# Maintaining Public Assets & Mobility: maximizing benefits with finite funding

## Using data, we:

- Balance risks while increasing overall performance
- Use asset condition to determine right time and right level of investment
- Prioritize lower cost preservation activities over larger and more costly treatments or replacements

## The result:

- Preserve our assets but decrease the amount we spend over the course of their life
- Keep assets in better condition for a longer period of time



# Pandemic and related recession have constrained resources, and we're meeting the moment

Seattle Transportation Benefit District



\$39 million annually for transit approved through November 2020 ballot measure

Rethinking Curb Space



561 Food Priority Pick-up Zones & 68 Retail Load & Unload Zones

Public Art Comes to Your Front Yard



1,000+ Public art yards signs placed citywide through Seattle Together

Changing Signal Operations



550 Intersections with more time for people walking, rolling, and biking

Free Safe Start Permits for Restaurants & Retail



164 temporary permits issued as of November 2020

Increasing Active Transportation Options



26 miles of temporary Stay Healthy Streets and 4 miles of Keep Moving Streets

Making Micromobility an Attractive Option



September 2020 launched scooter share pilot and continued availability of bike share  
Photo credit: LINK, Wheels, and Lime.

Bringing People Safely Together



August 2020 support community led safe outdoor socializing

# We continue to make responsible decisions with your support



Steadfast  
commitments to  
equity & justice



Voter support—2015  
Levy to Move Seattle



Voter support - 2020  
Seattle Transportation  
Benefit District (STBD)



Spending now to keep  
assets in fair or good  
condition

Community input

# Summary: While we are constrained, there is hope

- Seattle is just one of many major cities dealing with underfunded, aging assets, along with other competing priorities
- Funding pressures that already existed were exacerbated by the global pandemic and resulting recession
- We have limited flexibility with funding options, but with the \$20 VLF, we can help put some things on a more successful long-term track
- Despite shortfalls, we can make progress in funding our transportation needs with a new (and ongoing) funding stream

[Reference: 9/14/20 SDOT blog](#)



# Spending Plan Development Process



# This is where you come in

- We'll share a framework for developing a spending plan based on what we just discussed and evaluation categories.
- Then we'll ask you how they align with your values and ask you to weight the evaluation categories.
- You'll have time to consider your responses with the groups you represent after the meeting.





# A framework to develop the spending plan



Make investments  
that lead to  
equitable, visible,  
tangible results



Ensure safe,  
reliable assets and  
travel options to  
move efficiently in  
our growing city



Reduce long-term  
costs to taxpayers  
through proactive  
asset maintenance



Prepare for the  
future with  
community-  
centered planning  
efforts

# Evaluation Categories

- **Climate Change Benefits** – funding to: 1) reduce GHG emissions, 2) support new investments to promote low carbon transportation, and 3) minimize physical infrastructure risks related to climate change
- **Equity Potential** – transportation investments that benefit underserved communities
- **Funding Challenge** – preference given to those programs with a limited number of eligible funding sources
- **Increase Safety & Reduce Risk** – funding that focuses on increasing safety, resiliency, and mobility while reducing risk
- **Move Seattle Levy Performance** – funds used to increase levy performance and reduce budget gaps caused by COVID-19
- **Proactive Asset Management** – investments that represent the right treatment, on the right asset, at the right time
- **Reduce Maintenance Backlog** – investments that address unfunded maintenance liabilities, reducing the backlog of maintenance needs





# How it fits together





**Let's hear from  
you!**

**Consider Seattle's transportation needs,  
budget realities, and your values.**

**Now, we'll ask you to think about how you  
would weight the evaluation categories.**



# Evaluation Exercise – Dot Weighting in Miro

- We assigned each person a color
- Each person has 10 dots
- Use your mouse to distribute your dots among the 7 categories
- More dots = more important to you

Dot Assignments  
**TBD**

Miro Board Password:  
**TBD**



# Example Final Dot Board



# Evaluation Exercise – Dot Weighting in Miro

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- More dots = more important to you

Dot Assignments  
**TBD**

Miro Board Password:  
**SDOT20VLF**



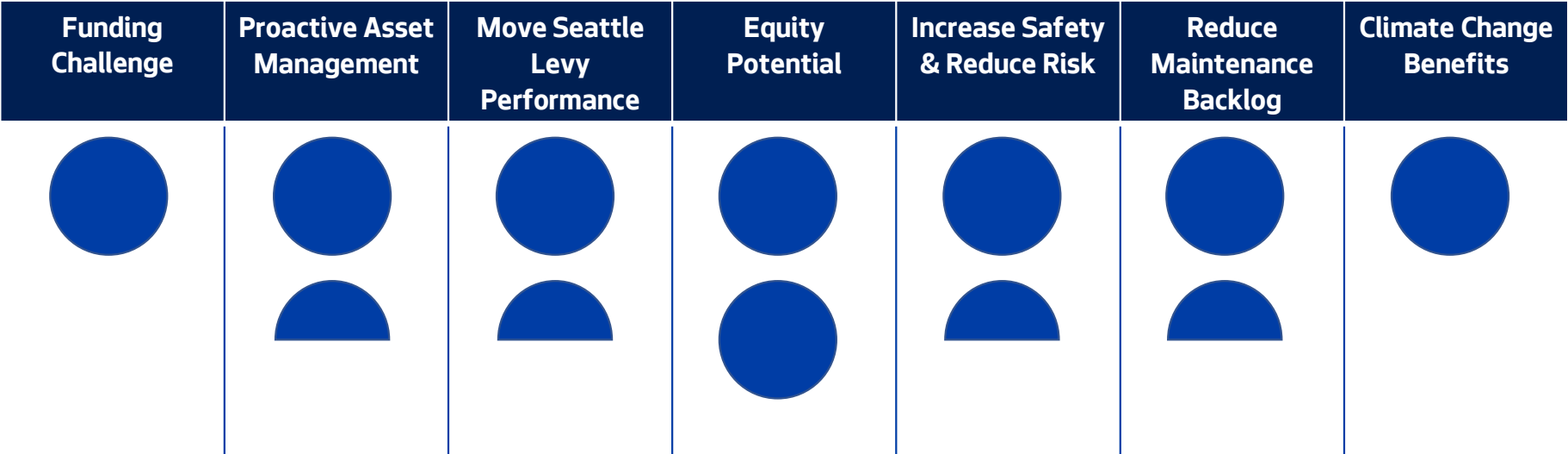




## Discussion of results & takeaways

# SDOT staff did a similar exercise

While staff who participated didn't use dots, our method can be illustrated in "dot" terms.  
Based on their exercise, here's an average of how a subset of  
SDOT staff would allocate 10 dots across categories.





# Next steps

- Share what you learned and worked on with the groups you represent.
- ***Share your feedback in written form via the Microsoft Form link.*** If you'd like to reiterate or share more information, you can also provide this feedback in the Microsoft Forms link.
- Attend the next briefing in March to learn about the proposed spending plan and how your input was incorporated.



# Contact us

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